APPENDIX 3.4-E

VIBRATION IMPACT RESULTS

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Each regional report includes an analysis of corridor alternatives with vibration potential impacts. A summary of the results of the corridors with the greatest potential impacts is shown in Table 3.4-E-1. A corresponding summary for the combination of corridor segments with least potential impacts is in Table 3.4-E-2. The length of segments with high potential vibration impact ratings is shown in Table 3.4-E-3.

Table 3.4-E-1
Potential Vibration Impacts of High-Speed Train (HST)
(Combination of Segments with Greatest Impact)

Region	People (A-11)	People (A-16)	Hospitals	Schools	Total Number of People
Bay Area to Merced	11,994	0	0	0	11,994
Sacramento to Bakersfield	4,842	277	5	2	5,119
Bakersfield to Los Angeles	317	22	0	0	339
Los Angeles to San Diego via Inland Empire	9,105	30	0	1	9,135
Totals via Inland	**34,840**	**395**	**5**	**3**	**35,235**

Table 3.4-E-2
Potential Vibration Impacts of HST
(Combination of Segments with Least Impact)

Region	People (A-11)	People (A-16)	Hospitals	Schools	Total Number of People
Bay Area to Merced	11,568	71	2	1	11,639
Sacramento to Bakersfield	1,855	22	0	1	1,877
Bakersfield to Los Angeles	278	0	0	0	278
Los Angeles to San Diego via Inland Empire	4,712	0	1	0	4,712
Totals via Inland	**27,116**	**159**	**5**	**2**	**27,275**

Table 3.4-E-3
Summary of HST Corridors Rated High Potential Vibration Impacts

	Corridor with Greatest Potential Impacts		Corridor with Least Potential Impacts	
Region	**Mitigation Length (miles)**	**People**	**Mitigation Length (miles)**	**People**
Bay Area to Merced	50	8,869	0	0
Sacramento to Bakersfield	0	0	0	0
Bakersfield to Los Angeles	0	0	0	0
Inland Empire	10	1,000	10	1,000
Totals via Inland	**60**	**9,869**	**10**	**1,000**